

BANGOR DAILY WHIG AND COURIER.

BY BOUTELLE & BURR.

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BOUTELLE & BURR.
C. A. BOUTELLE. BENJ. A. BURR.

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NEWS AND OTHER ITEMS.

Adversity is the trial of principle.

The citizens of Chicago complain of high rents, and hold public meetings in protest about it.

Josh Billings says when a man becomes perfectly contented, he and a claim are first cousins.

The new land bill for Ireland embodies the principles of free sale, fair rents and fixtures of tenure, which seems a liberal compromise.

The three brown stone houses which William H. Vanderbilt is erecting on Fifth Avenue for himself and two daughters will cost over \$1,500,000.

The savings banks established in connection with the public schools of France are more than ten thousand in number, and the deposits already approximate \$1,000,000.

It is well for delicate people to remember that catarrhs of the bladder are a remedy and a preventive of all known disorders of the respiratory organs. Consumption, except in the late stages, can be conquered by transferring the battle-ground from the sick-room to the wilderness of the nearest mountain range.

The late terrible earthquake in Chile is the second one experienced there within the century. A little less than sixty years ago, the whole world rang when the Turkish massacring hordes ravished the spot, but the inscrutable hand of Providence has now struck a more crushing blow at the noted island.

All keepers and feeders of cows should bear this in mind, that a cow cannot milk when fed on short-cut feed. These people, he mixed with longer feed, either in their manger or in the animal's stomach. It is not necessary to mix these substances before feeding, as the motion of the stomach will mix them sufficiently to form a curd.

Time's changes are multiplied and brought to notice daily by strong contrasts. Frederick Douglass was, at this time, mobbed, fifty years ago, in Vergennes, Vt., for attempting to disseminate abolition sentiments. Now the county in which that town is situated has a colored sheriff; the town itself has a French mayor and a young woman is the town clerk.

The rise and progress in Mexico within the last four months is almost unparalleled. Twelve months ago the country seemed to be a vast waste, and the people were in the hum of industry and eloquent with indications of improvement on a grand scale. Railroads are springing up with main trunks running in various directions, and branches opening up some of the richest mining districts in the world. More than thirty thousand laborers are at this time engaged in improving the internal communications of the country, building bridges, laying tracks and felling forests. The Mexicans are anxious to place their country in the line of progress, and Yankee enterprise has joined hands with them to accomplish this object.

WEDDING PRESENTS.

Almost every week we read of some grand wedding, some splendid affair where everything is on a magnificent scale and presents super. Now, the few homely suggestions here thrown out may be considered out of place on these occasions, but perhaps they are not so, last night we venture them, knowing they will apply to the more humble brides, whose gifts may be confined to the orthodox number of silver spoons and traditional linen; to the unions from whence spring the cottage homes (whose essence pervades one land with strength and sweet near far more than the loftier ones). The stout middle class, the staunch yeomanry these are the slow, muscle and nerve of our country. It is true we have no titled heads in America; it is also true money is king. I do not suppose the rich and great are so very much happier than the poor and lowly. This is not an idle time for doing and moneymaking is not all, if it is the chief end of life. Men grow old, sicken and die, become morbid, cross and unhappy, who roll in wealth, quite as often as the mechanic who earns his bread by the sweat of his brow. But I believe I am digressing from the subject.

A wise woman once remarked the grave lady friends all, or a portion, of the following named wedding presents: Dust-cloths nicely made, and of different qualities, for various articles of furniture; brush and which-brooms, several sizes, in well-fitting cases; a knitted dish-cloth that will outlast twelve ordinary ones; holders for stockings; the latest innovation in floor-cloths; a set of table mats; dining-table brush and pan; and lastly a little velvet cover-mat in the form of a slipper run down at the heel, worked with the words: "Do not get slipshod." Good Aunt Prudence was far from being averse to the idea. How could she be? The slipper with strength and sweet near far more than the loftier ones). The stout middle class, the staunch yeomanry these are the slow, muscle and nerve of our country. It is true we have no titled heads in America; it is also true money is king. I do not suppose the rich and great are so very much happier than the poor and lowly. This is not an idle time for doing and moneymaking is not all, if it is the chief end of life. Men grow old, sicken and die, become morbid, cross and unhappy, who roll in wealth, quite as often as the mechanic who earns his bread by the sweat of his brow. But I believe I am digressing from the subject.

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BOUTELLE & BURR, PROPRIETORS.

C. A. BOUTELLE, EDITOR.

All business letters should be addressed to Boutelle & Burr, and communications intended for publication should be addressed to "Editor of Whig and Courier."

MONDAY, APRIL 19, 1903.

TAXATION OF INTER-STATE COMMERCE.

[From the Boston Journal.]

The International Review for May contains an article of practical value and general interest entitled: "Taxation of Interstate Commerce," written by Mr. Brooks Adams, of this city. Its value consists in the fact that the writer has aimed to give the public within the limits of a few pages the decisions of the United States Supreme Court upon the various devices of States to lay taxes, direct and indirect, upon commerce between the States rather than to establish any theories relative thereto. In the first place the writer gives the four methods by which State Legislatures have undertaken, directly or indirectly, to collect a revenue from interstate commerce. They are as follows:

1. By taxation of goods brought from another State for the purpose of general sale, whether the import takes the form of a tax on the goods themselves, a tax on sales, or a tax on the seller in the form of a license to sell.

2. By taxation of property brought from another State while the owner is in the State, whether the same is assessed directly upon the goods or indirectly through the medium of the carrier by a tax upon the freight transported.

3. By direct taxation of carriers engaged in interstate commerce, whether the tax imposed takes the form of percentage on gross receipts or of enforcing the purchase of a license.

4. By taxation of goods brought from another State and stored, waiting sale and transportation, whether the tax is levied upon the goods or upon the warehouseman.

Mr. Adams proceeds to give the cases which the Supreme Court has decided bearing upon these propositions. To these we can only briefly refer. As early as 1827, a case was decided in which Maryland sought to lay a tax upon foreign goods while in the hands of the importer as part of the original package. The Court held that the State could neither tax the goods nor require the importer to take out a license to sell. For forty years this decision was held to cover goods brought from another State as well as those imported from a foreign country. In 1868, the Court was called to decide a case from the State of Missouri, under the laws of Alabama, laid a tax upon merchandise sent from another State to an auctioneer to be sold in the original packages. The Court held that the word "import" in the Constitution referred only to foreign imports and not to goods brought from another State. To hold otherwise would enable a large amount of money employed in trade to escape taxation, since a wholesale merchant in Massachusetts, if he bought his goods in New York, would escape taxation, while his neighbor, who purchased in Boston, must pay all the taxes which Massachusetts levies with equal justice upon the property of all its citizens. The Court held that the auctioneer would be compelled to pay the tax levied by Missouri. Maryland recently had two laws, one requiring a certain class of resident dealers to pay a license of \$100 and the other imposing a tax of a cent upon non-resident dealers. The Supreme Court held that these laws were unconstitutional because they discriminated against non-residents. These decisions are in favor of the States.

In 1868, Nevada laid a capitation tax of one dollar upon every person leaving the State by rail, to be collected of those engaged in the transportation. In 1874, the Pennsylvania Legislature laid a tax upon every freight carried by any transportation company in that State. The Reading Railroad sought its accounts from the receipts for freight shipped beyond the State appeared separately, upon which freight the company refused to pay the tax. The case was carried to the Supreme Court, which decided that such a tax is unconstitutional on the ground that no State has the right to interfere with the absolute right of commerce between one State and another, as in the Nevada case, it was decided that the State has no right to interfere with the freedom of passage from State to State. The Court distinctly held that the State could not impose a tax upon freight transported from State to State.

The question involving the right to lay a percentage on common carriers, either by the purchase of a license, was brought before the Supreme Court in consequence of an act of the Pennsylvania Legislature which laid an income tax upon the gross receipts of railroads. The Reading Railroad raised the question of paying the tax upon the receipts collected for freight carried beyond the State, but the Supreme Court refused to pay the tax upon such receipts. There was a dissenting opinion, but a majority of the Court held that the State could collect the tax. The authority of a State to require the payment of a license by express or other companies doing business in the State, although incorporated under the laws of other States, has been sustained. Thus to sum up, the Supreme Court has decided:

1. That goods brought from one State into another for sale may be taxed by the State where sold, if the State does not discriminate.

2. That the taxation of merchandise in transit is unconstitutional.

3. That the taxation of corporations upon their earnings or upon the value of their franchise is constitutional.

The last proposition above given—whether or not the State has the right to tax goods brought from another State and stored, waiting, sale and transportation to a third State is still undecided. The question is a very important one, since there are trade centres in several States where the products of other States are collected for distribution, like the grain elevators at Chicago and the coal wharves in Jersey City. This question has been considered in the Supreme Court of New York, where it was held that the coal which was proposed to be taxed in New York, leaving the inference to be drawn that if the sales of the accumulated coal had been made by the parties residing in New Jersey it would be taxable. Mr. Adams thinks that such a doctrine cannot be sustained. He believes that the common-sense standpoint merchandise passing from producer to consumer must be exempt from taxation by the way.

Mr. Adams concludes with the observation that commerce among the States having grown to be the most important of our business interests, involving large sums of money and presenting problems of the greatest difficulty, should not be left to what he terms "judicial legislation," that is, the decisions of the Court, but Congress should clearly define the degree to which a single State may interfere with and burden the commerce of the Union which passes through her borders.



I.O.O.F.

There will be a special meeting of the I.O.O.F. on Tuesday evening next, April 20th, for the purpose of conferring the degree of Master.

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The Stoddard Lectures!

THE PERFECTION OF ENTERTAINMENT.

LECTURE NO. 1—PARIS: A DELIGHTFUL VISIT TO THE CITY OF LIGHTS.

LECTURE NO. 2—THE PASSION PLAY.

LECTURE NO. 3—THE SULTAN'S PARADE.

LECTURE NO. 4—THE SULTAN'S PARADE.

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LECTURE NO. 79—THE SULTAN'S PARADE.

LECTURE NO. 80—THE SULTAN'S PARADE.

LECTURE NO. 81—THE SULTAN'S PARADE.

LECTURE NO. 82—THE SULTAN'S PARADE.

LECTURE NO. 83—THE SULTAN'S PARADE.

LECTURE NO. 84—THE SULTAN'S PARADE.

LECTURE NO. 85—THE SULTAN'S PARADE.

LECTURE NO. 86—THE SULTAN'S PARADE.

LECTURE NO. 87—THE SULTAN'S PARADE.

LECTURE NO. 88—THE SULTAN'S PARADE.

LECTURE NO. 89—THE SULTAN'S PARADE.

LECTURE NO. 90—THE SULTAN'S PARADE.

LECTURE NO. 91—THE SULTAN'S PARADE.

LECTURE NO. 92—THE SULTAN'S PARADE.

LECTURE NO. 93—THE SULTAN'S PARADE.

LECTURE NO. 94—THE SULTAN'S PARADE.

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AT

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& No. American Railway



ARRANGEMENT.
 ter MONDAY, Dec. 20th 1893
 n leaves Bangor (Exchange ticket
 7.30 A. M.
 leaves Bangor for St. John 10 P. M.
 Bangor for Anchorage 12 A. M.
 and 2.00 P. M.

Downtown, 7:30 and 11:45 A. M., and
1:15 P. M.
Bangor, 6:15 and 10:45 A. M.,
and 3:00 P. M.
Mattawamkeag, at 7:30 A-M and
for Bangor 4:00 and 6:30 A. M.
St. John due at Bangor at 4 M.
From O'Connell at 11:00 A.
M. From B & N at 10:45
A. M.
Bangor at 4:00 P. M.
Bangor at 5:45 A. M. and
for at 4:00 P. M.
connect at Vanceboro with the
and M.

17th, 1880 X GRAM cont
 18th, 1880 X GRAM cont
 19th, 1880 X GRAM cont
 20th, 1880 X GRAM cont
 21st, 1880 X GRAM cont
 22nd, 1880 X GRAM cont
 23rd, 1880 X GRAM cont
 24th, 1880 X GRAM cont
 25th, 1880 X GRAM cont
 26th, 1880 X GRAM cont
 27th, 1880 X GRAM cont
 28th, 1880 X GRAM cont
 29th, 1880 X GRAM cont
 30th, 1880 X GRAM cont
 31st, 1880 X GRAM cont

[illegible]

EVELYN BINGARD, 605 N. W.
 and MONTGOMERY ST., CHICAGO
 JOE M. BINGARD, 718 S. W.
 n leave at 9:30 A. M. arrive
 Forest Hill at 5:50 A. M. arrive
 A. M.
 BINGARD BINGARD still at P.M.
 FOREST HILL at 1:10 P. M. arrive
 M. connecting with M. connect-
 ing with the President's con-
 tainage COLLECTIONS
 FOR BROWN, C. and KENNETH, re-
 ceive daily for Seboe Village as
 for Monaca.
 daily for Greenwood, (McDonna)
 ARTHUR BROWN, and J.
 LINE leading from Bos-
 runs Through sleep-
 both to St. Louis.
 go without Change,

[illegible]

W. BENSON
 the Marine & Fire
 Insurance Agent for the
 Pacific Coast
 68, General Post Office
 San Francisco, Cal.

[illegible]

Fullman (down) in the
 room, the one of the
 g. Pullman cars with that
 No extra charge for
 the famous Pullman
 No. 6000. The Pullman
 High Buckle Pullman
 car is the only one
 Superior Equipment
 Great Through the Arm
 and all others the
 South West Pullman
 will and travel at a
 and
 via this Celebrate I
 in the Lupton
 about Rates of Fare, Stop-
 ping, Time Tables, etc.
 given by applying to
 J. I. Satterly, Agent,
 Pullman, N. Y. N. Y. M.
 437 Broadway, New Y.
 G. Pass Agent, Pullman
 Co. New York, N. Y.
 d'aw (ant)

TENTS.

EDDY,
Associate Mitty, Roanoke,
the United States, who
is a resident of the
Assignments recorded
for obtaining patents
of vendition.
EDDY, Director of Patents
as one of the most capable
persons with whom I have had
Commissioner of Patents
ample reason were true
of securing for them
consideration at the
EDWARD BURKE,
Commissioner of Patents
Bosworth, October 18, 1879
patents. Since then you
have been in the hands
patents, releases and
intentionally employed
in Philadelphia and Wash-
ington, almost the whole of
the day and other employ
GEORGE DRAPER.